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## CENTRAL INTELLIGENCE GROUP

~~INTELLIGENCE REPORT~~

25X1A2g

COUNTRY China

DATE 25X1A6a

INFO. [REDACTED]

SUBJECT Military Information: Airfields and Aircraft,  
Dairen  
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DIST. 27 January 1947

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SUPPLEMENT

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ORIGIN [REDACTED]

1. There has been no change during the past few months in the number of airstrips or of the number of planes. However, many small airstrips are now being used as infantry parade grounds and the large ones have been enlarged and improved.
2. The airstrip at Yunaipu, south of Yenchang (121-19, 38-48), has been used as a parade ground for Soviet artillery troops. Occasionally, the infantry goes there for firing practice.
3. The west airstrip at Chinchou (121-43, 39-07) has also been used as a parade ground for artillery troops. These troops are not stationed at the field, but go there only to practice. Firing, which usually lasts for two hours in the early morning, is directed toward the sea, and the target is a wooden armoured car or a wooden boat. Rockets are fired first.
4. Of every fifty airplanes, thirty-five are twin-engined attack bombers. These planes practice formation flying a great deal. Ten of each fifty are single-engined pursuit planes. The local people say that some of these small craft are piloted by women, but source cannot confirm this. Two of each fifty planes are slow, small bi-planes, about the size of an American L-5. The inhabitants say these small planes are used for elementary training, but every time they have been observed in the air, they have flown directly from one airport to another, and have done no practicing or maneuvering at all. There are a few twin-engined transports which resemble the American C-47. A few of the best Japanese planes have been left on the fields, but they are not used. The majority of the Japanese planes, those which could have been serviced, as well as those which could not, have been dismembered and transported to an unknown destination. No four-motored craft were seen on the peninsula.

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By: [REDACTED]

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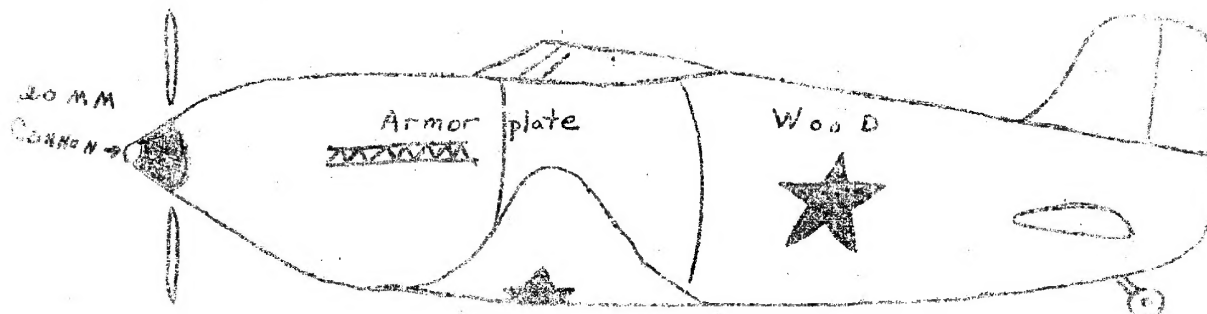
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F-6 5. The main body of Soviet aircraft is at Choushuitzu Field (121-34, 38-58). Most of the remaining planes are at Pulantien (121-59, 39-24). These planes are of the following types:

- a. Soviet Yak. 1800 horsepower. (See sketch below)
- b. Japanese Type 95.
- c. Japanese Type 97.
- d. Japanese Superior Trainers. (Mukden Note: This plane may be the same as b or c.)
- e. Japanese MC-20 Transports.
- f. Large Soviet Transports of an obsolete model.
- g. A few twin-motored Soviet planes, correct name unknown.

The following is a sketch of a Soviet Yak:



F-3 Its characteristics are:

Engine: 1800 horsepower, water cooled, self-starter.  
 Propeller: Three blades. Variable pitch.  
 Framework: Copper tubing (?)  
 Armor: Steel plating over the front of the body. This is 20mm thick over the engine and 10mm thick over the pilot.  
 Windshield: 40mm\*thick, bulletproof. \*[[?]]  
 Landing gear: Retractable, hand-operated.  
 Weapon: One 20mm automatic cannon, fired through the nose.  
 Speed: Cruising - 350-380 kilometers /per hour?/; maximum - 560-580 kilometers /per hour?/.  
 Body: Wood, covered with lacquer.  
 Weaknesses: The plane comes apart when shot in the connection between the wings and the body. The Soviets tried to keep this a secret, but tests were observed and any weapon between 13 and 20 mm is effective. The plane climbs very rapidly, but not quite as fast as the Japanese Type 97 fighter.

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6. There is an increased number of aerial maneuvers, particularly dive-bombing practice over both land and water targets.

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9. The average age of Soviet Air Corps officers is thirty. These pilots appear well trained; no casualties were noted while source worked at the field. During training, the pilots always fly in a formation of three planes. Since there are no illuminating facilities at the field, planes seldom fly at night. The lighting facilities the Japanese constructed had previously been destroyed. If planes land at night, flares are dropped.

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